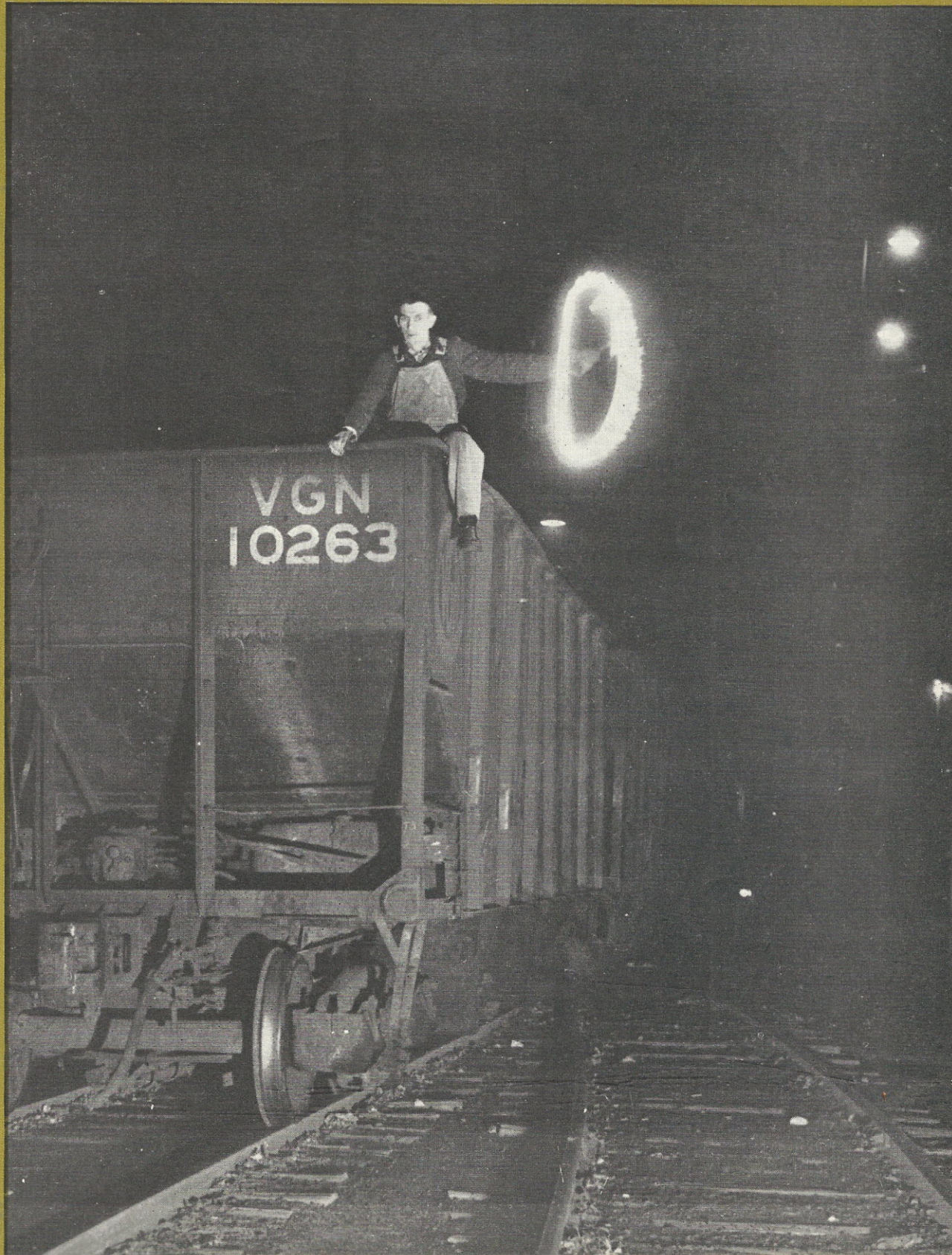




TRANSIT NEWS

NOVEMBER - 1948



We're in the
Freight
Business,
Too!
(See Page 4)

A Family Portrait



"LIKE FATHER, like son—and daughter," is the case with some CTA families.

Take the case of *Bob Christian*. He came with Chicago transit in October, 1929, as a conductor at 77th station. Since then he has served as a motorman, bus operator, starter, and instructor. He has worked from Noble, Kedzie, North, and Cottage Grove stations. Now a senior supervisor, he helped keep CTA's opera-

tions running smoothly at the recent railroad fair.

When his daughter, Marilyn, decided she wanted to earn some money during summer vacations, she took a hint from her father and got a temporary job in the Accident Investigation department. A year and a half ago she graduated, and a job as receptionist in the Employment department was waiting for her.

Young Robert graduated from high school last June. He has been taking a course in economics in night school, but his job in the Accident Prevention department has proven so interesting he is thinking of aiming for a degree in safety engineering.

The story of this CTA family again proves that "a job with the Transit Authority means a good job."



OPERATING PERSONNEL at the Cottage Grove station listen to General Manager Walter J. McCarter

TRANSPORTATION PERSONNEL ATTENDS MEETINGS

STRESSING good operating practices, accident prevention and courtesy, General Manager Walter J. McCarter is just completing a series of meetings with the operating personnel of Chicago Transit Authority.

There were thirty-six meetings scheduled throughout the CTA system over a period of approximately six weeks. Two meetings a day, one in the afternoon and the other in the evening, were held at each carhouse and bus station of the surface system. Three halls were rented for six meetings with the operating employes of the rapid transit system. The meetings began Oct. 12 and will end Nov. 30.

To each audience, Mr. McCarter outlined in a general way the CTA's service and equipment modernization program, and solicited their cooperation, as transportation salesmen, in making the CTA the nation's outstanding local transit system.

"By doing your job the right way, letting nothing interfere with your work, and being pleasant and courteous," he said, "I am sure that together we will succeed in attaining our goal."

At the gatherings of surface system men, Mr. McCarter was introduced by William A. Hall, superintendent of surface transportation, who described the progress being made by the CTA in its efforts to give Chicago the best, most modern local transportation.

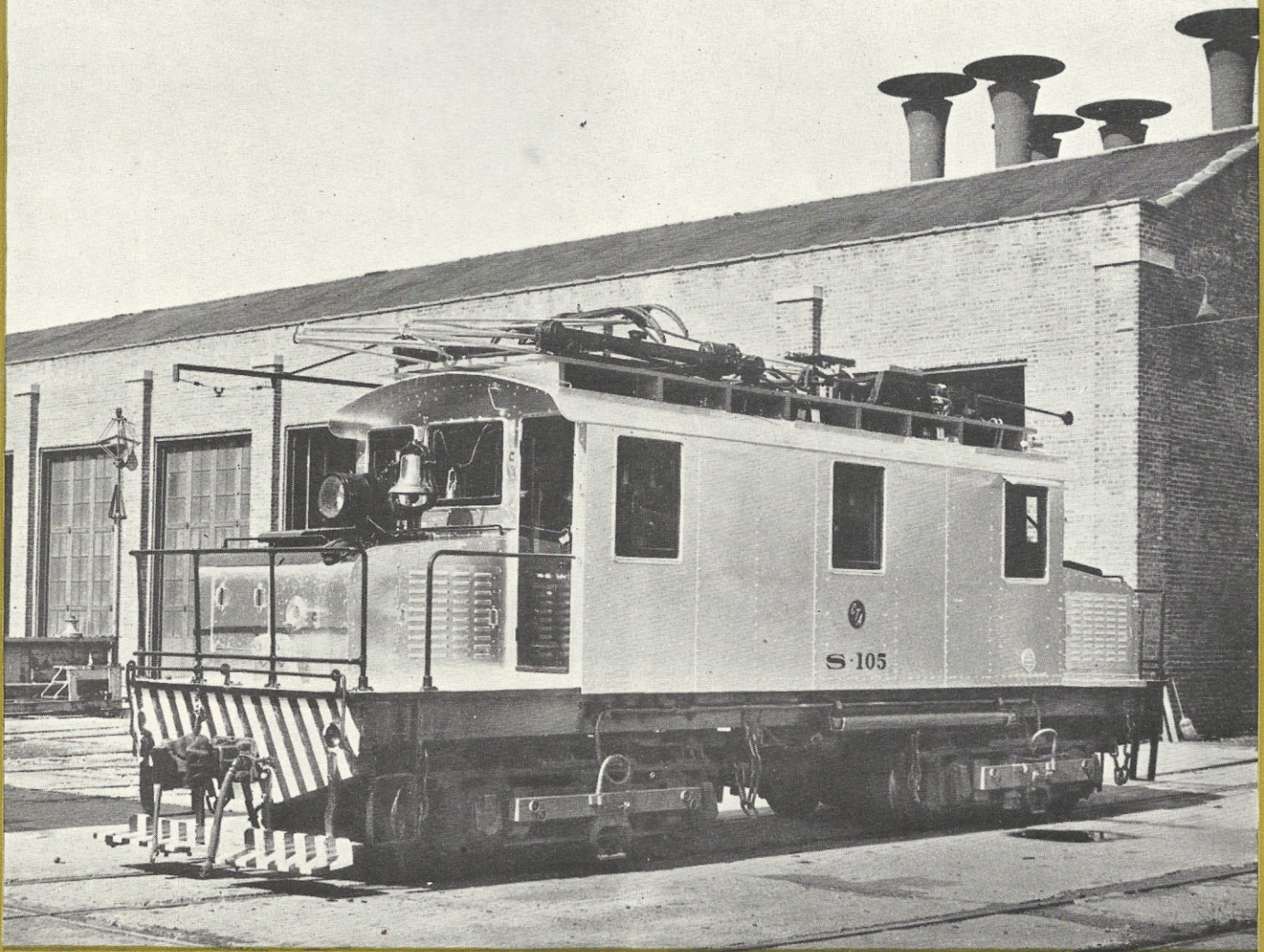
At the meetings with the operating employes of the rapid transit system, H. S. Hardin, superintendent of rapid transit, presented Mr. McCarter and spoke of rapid transit contributions to the improved service being provided by the CTA.

Various members of the CTA operating staff accompanied Mr. McCarter to the meetings. Among them were E. A. Imhoff, management assistant; C. E. Keiser, executive assistant, and P. N. Simmons, director of personnel.

At each meeting the speakers emphasized the human suffering, economic waste and money cost occasioned by accidents, called for a reduction in the accident rate, and pointed out the necessity of obtaining the names of all witnesses in every accident.



AT THE SERIES of transportation meetings many of the employes had an opportunity to make their first personal acquaintance with the general manager.



FREIGHT LOCOMOTIVES Nos. S-105 and its twin, S-104, recently were given a complete body overhaul and an aluminum and black paint job at the Skokie shops. These locomotives weigh 54 tons each and have tractive effort of 25,000 pounds. Since 1930, specially designed snow plows have been attached to them each winter for use in cleaning the right-of-way north of Wilson

We're in The Freight Business, Too!

HAVE YOU EVER seen a freight train rolling down the "L" right-of-way? Chances are you haven't. But in the course of a year more than 5,000 freight cars are delivered to Buena Park "L" yards by the Chicago, Milwaukee, St. Paul & Pacific Railroad for delivery to destinations by a CTA freight crew.

While this phase of the company's operations has been going on for 28 years, it has been "hiding its light under a bushel," so to speak, since freight movements are made between the hours of 9:30 P.M. and 6:00 A.M. when most of us are enjoying our leisure hours or have retired for a good night's rest.

On November 1, 1920, F. A. "Chick" Thulstrup, now assistant to general su-

perintendent of transportation (R. T. System) assumed his new position as Freight Yardmaster and with his crew of six men began the job of distributing freight cars to concerns located on the line north of Wilson avenue. Prior to that time the Milwaukee Railroad had done this work with an "L" pilot on their steam engines. When this new service was started, there was a huge backlog of undelivered freight cars, and the crew worked practically 24 hours a day in their efforts to get on a regular schedule.

Two 640-horsepower Westinghouse-Baldwin electric locomotives, weighing 54 tons each, now supply the motive power for switching freight cars of all types received from practically every

steam railroad in the country. These cars are loaded with flour, lube oil, gasoline, coal, lumber and other building material.

After the freight cars have been received at Buena Park, which can accommodate about 80 at one time, the CTA crew, now under the direction of Superintendent of Freight Fred H. Leyh, must break up the cars and realign them in order for the various industries on the line to which they are consigned between Irving Park boulevard, Chicago, and Church street, Evanston.

For industries not equipped with private sidings to handle their deliveries, team tracks (public sidings) for spotting cars are located north of Howard

street at Main street and Church street, Evanston.

Coal is the largest single commodity handled, averaging around 300 tons per night, going to such places as Northwestern University, St. Francis Hospital and the heating plant of the Public Service Company of Northern Illinois. It is estimated that about 40 per cent of all coal used north of Irving Park boulevard in Chicago and in Evanston passes over CTA lines.

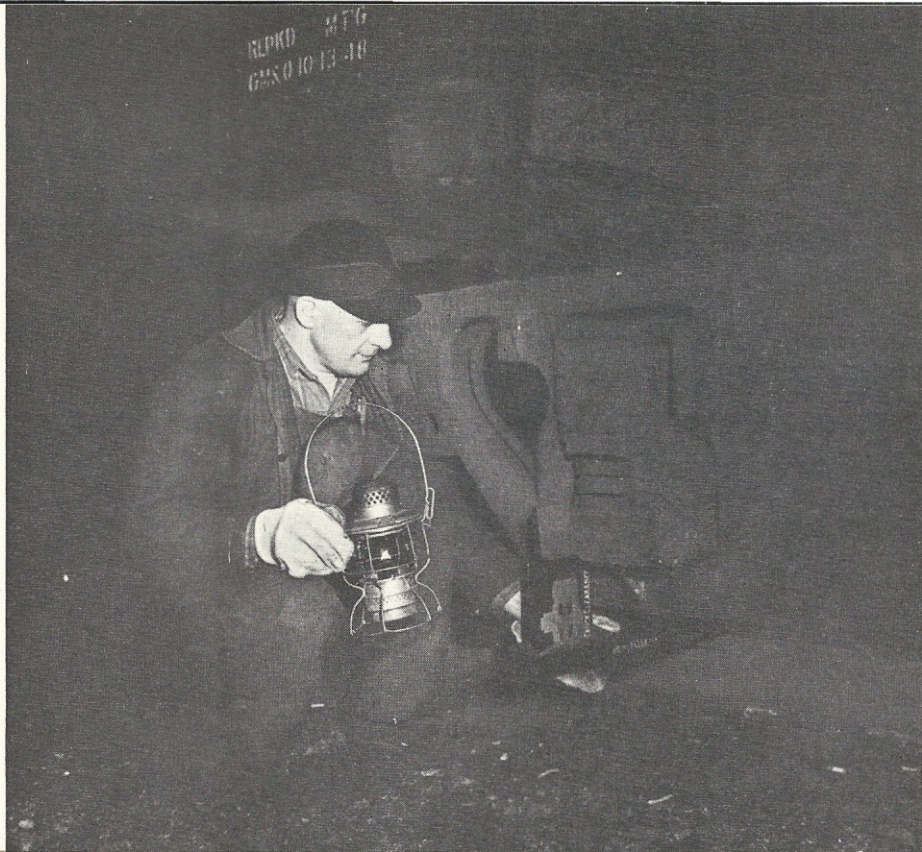
In 1928, when the tracks were being elevated from Loyola north to Howard street, the freight crews hauled in all the ballast, or fill, as well as huge girders and other construction material necessary to complete the job. This amounted to 20 to 40 cars per night in addition to regular commercial freight. Every night during the period of World War II, two cars of top priority materials for the government were picked up on the CTA line and turned over to the Milwaukee Road for forwarding. These items had been manufactured in plants in the north section of Chicago and in the Evanston area. In this same period from 5 to 10 cars of artificially manufactured ice in 100-pound cakes, destined for Army air camps all over the country, were switched out each night.

The CTA freight trains have complete use of the west track north of Lawrence avenue to Howard street during their regular hours of operation. North of Howard, they operate on the main line, using gauntlet (auxiliary) tracks to enable the freight car to clear the station platforms. Before the gauntlets were installed, it was necessary to drop the edges of the platforms (which are hinged), pull the train through, and then raise the edges to their original position.

Another interchange point for freight is at East Prairie road, Skokie, where cars are turned over to or picked up from the Chicago, North Shore & Milwaukee Railroad.

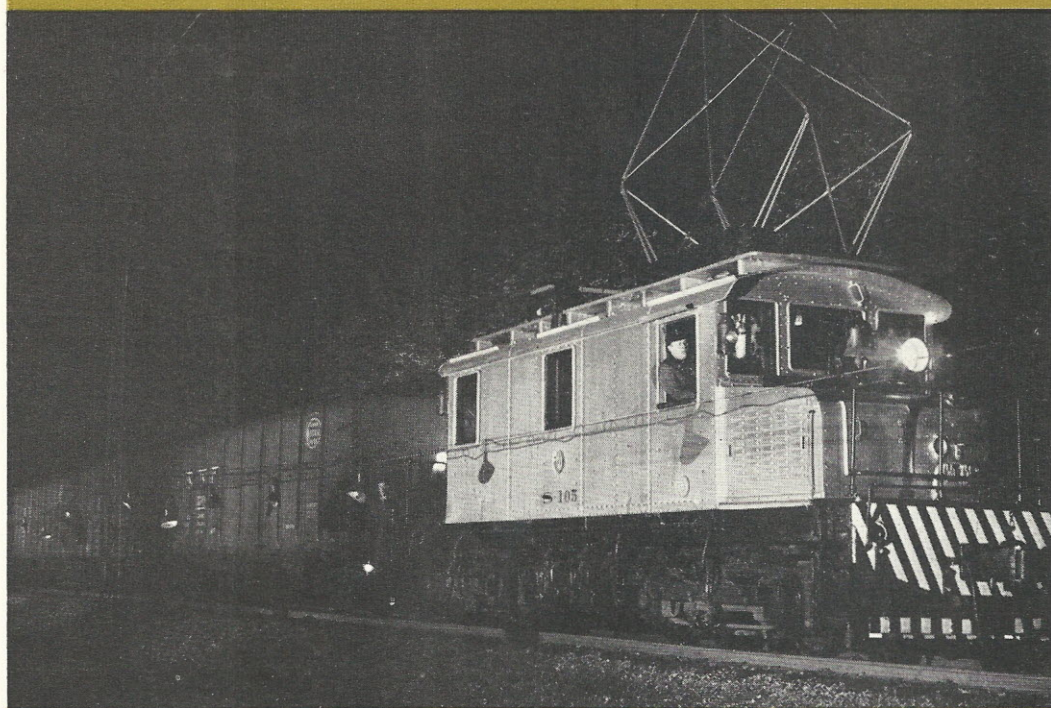
COVER: When *Switchman Abe Abraham* gets no acknowledgment of his regular light signals from oncoming trains, he lights a red fusee which cannot possibly be overlooked by motormen at the controls of approaching passenger trains.

NOVEMBER, 1948



FROM PAST experience, members of the freight crew can usually tell whether or not freight cars are so constructed that they will clear the third rail on the CTA right-of-way. Sometimes a "stranger" will appear in the yards, and in such cases it is necessary to use a gauge to determine if the car can be safely taken on the "L" structure. *Foreman Frank Volltrauer* makes sure this car has the proper clearance.

EVERY NIGHT about 10:00 P.M. the first string of freight cars out of the yards at Buena Park moves up the incline at Montrose avenue. Usually eight to ten cars make up a train. When loads are extremely heavy, the two freight locomotives are coupled and work as one unit. *Engineer Howard Brown* is at the controls.



FUN ON A BICYCLE

WANT THE lowdown on a high-riding sport? Then listen awhile to CTA cyclist *Marion Parker, Statistical*, who enthusiastically states that there is a lot of fun and enjoyment in bicycle riding for exercise and recreation—even for grown-ups.

Marion has been riding a bicycle since she was nine years old and belongs to several cycle clubs, including the Columbus Park Wheelmen and the Oak Park Cycle Club. She rides with these clubs four times a week, from March "until the snow is on the ground or the temperature is down to about two degrees below zero."

"Bike riding keeps me active," Marion remarked, "and it's a good way to stay healthy. I haven't had any serious illness for several years and I think that cycling has had a lot to do with it."

Where do Marion and her club members ride to on their trips? Some of their cycle excursions have taken them as far as Wisconsin, and others to lakes and resort towns throughout Illinois. On her recent vacation, Marion traveled 900 miles in 10 days to watch the International Bicycle Races held throughout the state of Wisconsin. "Other times during the past summer," Marion said, "we made two week-end trips to Fontana, Wisconsin, covering a total of 168 miles

each trip. We also made several two-day outings to Wauconda, Illinois, which is 40 miles each way. Sometimes our Sunday bike riding would take us as far as Naperville, Illinois, a distance of 31 miles from Chicago."

Because of their appearance, Marion and her cycling partners have discovered they are not always welcome at some places. "On one of our rides this summer," she laughed, "we stopped at a restaurant to eat and the owner refused to serve us because we had on jeans, sweaters and jackets."

A feature of the Oak Park Cycle Club is its endurance rides. Members are given bars for pins for riding 50 miles in 24 hours, 100 miles in 24 hours, and 200 miles in 24 hours. Trophies are given at the end of the season to those in the women's and the men's divisions who have traveled the greatest number of miles. Marion has acquired six bars for traveling 50 miles in 24 hours, and one bar for a 100 mile ride in 24 hours.

Another endurance test for these cyclists is their "token rides." Tokens are placed in several places throughout the city and suburbs over a distance of 50 miles. Special premium mileage is given to the riders who pick up these tokens, return them to the clubhouse and register them in the mileage book.

Marion didn't find it hard to explain why she enjoys bike riding so much. She said: "I've always been interested in outdoor activities and find that cycling fulfills that interest. I've met many new friends and looked at lots of wonderful scenery. My fellow club members feel the same as I do about this swell sport, so it's a lot of fun for all of us."

THEY'RE OFF! Marion and a fellow club member lead their group as they start on a pleasure ride into the countryside around Chicago. Marion answers the charge of private vehicle drivers who say that bicycles are dangerous with this statement: "Our bikes are properly lighted and we always ride close together, observing all traffic regulations. Bike riding isn't dangerous if the motorists watch what they are doing and do it right."



A GIRL and her bicycle—put them together and they spell good times for *Marion Parker, Statistical*, who has pedaled her English-made bicycle, which is equipped with three different speeds, over 2300 miles during the past eight months. Her longest one-day trip was to Kenosha, Wisconsin, and back to Chicago, a total distance of 100 miles. "When I got home," Marion said, "I was a little tired, but the ride was nice and well worth the effort."

FOLLOWING ONE of their Friday night rides of 30 miles to the forest preserves and return, Marion and her cycling partners gather at the home of a club member for a weenie and marshmallow roast, a weekly feature for the cycle club members. Food for these outdoor parties is purchased along the route by one of the riders. When their bicycle season is over, these members get together during the winter months for bowling, skiing, square dancing and various other activities.



Magnetized Truck Picks Up Scrap Metal

DID YOU EVER stop to think what happens to all those nails, spikes, and other metal objects you lose? Or has your wife or daughter ever wondered where her lost bobby pins and hair pins can be found?

The Utility Department of the Chicago Transit Authority believes it has the answers to these questions.

A CTA truck, equipped with a large magnetized bar suspended to a point approximately two inches from the ground, has been traveling CTA bus routes removing metal objects that are dangerous to all types of vehicles. This bar, magnetized by six batteries carried in the rear of the truck, has picked up over 27,000 pounds of scrap metal objects during two months of operation.

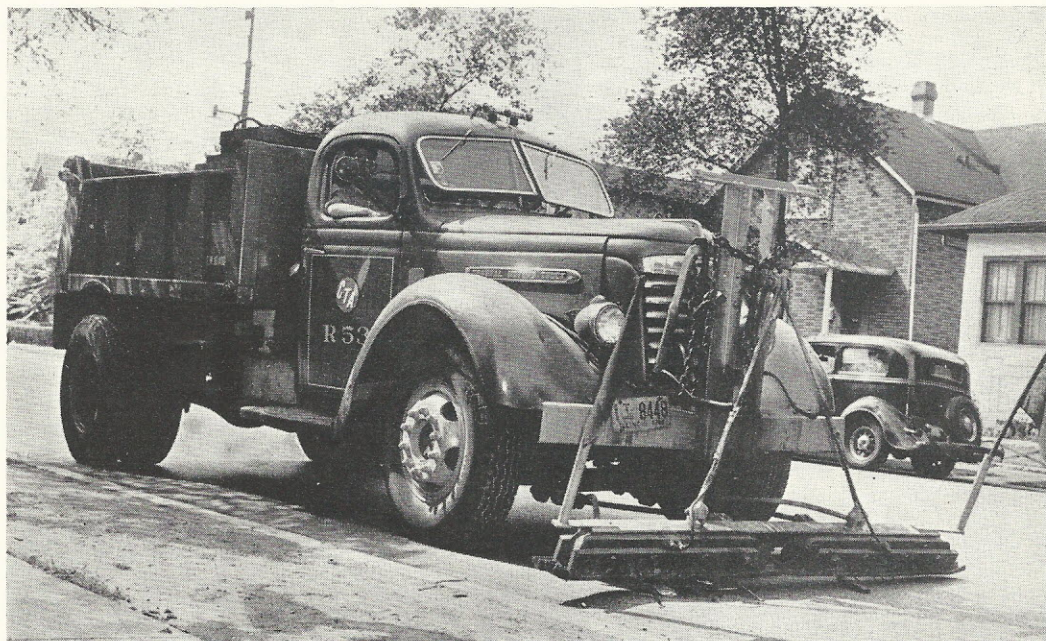
Included in the scrap that has been removed from the streets are the Mrs.' bobby pins and hair pins, nails, spikes, paper clips, and odd pieces of metal. Somehow or other, all of these objects find their way to the city's streets, where they menace the tires of every CTA bus and private vehicle.

Eliminates Tire Wear and Passenger Delay

The Chicago Transit Authority has found that the use of the magnet truck reduces tire wear on CTA buses and eliminates many passenger delays.

Every tire suffers a certain amount of damage after passing over these objects time after time. Often they get a deep cut that starts a break in the fabric, which in time causes serious trouble. When a tire is punctured while in service, this results in passenger delay that possibly could have been avoided.

In an effort to rid the streets of dangerous metal objects, this CTA magnet truck has covered over 2400 miles this year, picking up all kinds of scrap metal objects. On certain lines the magnet has picked up as much as 18 pounds per mile. On others the scrap accumulated amounts to less than two pounds per



THE CTA "magnet truck" operates on the bus routes of the CTA, picking up various scrap metal objects that are dangerous to both buses and private vehicles. The large bar is magnetized by six batteries located in the rear of the truck. The batteries are capable of lasting for a full day's run and are then re-charged.

mile. Over the entire system of bus routes it is estimated that there are about 11 pounds of scrap metal scattered over each mile.

The magnet truck is manned by a member of the Utility department and a shop man from the bus garage it is working from. Every half mile or so, depending upon the amount of scrap picked up,

the truck is stopped, the magnet released and the men remove the scrap to the rear of the truck. When the truck completes its day's run the scrap is taken to the station, where it lands in the dump pile.

In the spring the magnet truck made one complete operation over all CTA bus routes. It is now completing its fall run over these same routes.

DURING a recent morning run out of the North avenue station, this pile of scrap metal objects was picked up on the Central avenue bus route by the CTA "magnet truck." In this array of scrap are metal strips, nails, spikes and various other objects dangerous to vehicles operating on Chicago streets.





MIGHTY PROUD of the school safety signal they invented and designed are *Betty Martin* and her father, *Fred* (Accident Investigation).

SCHOOL HOUSE SAFETY SIGNAL

BACK IN 1936 when *Fred Martin*, CTA statementman, was living in Oklahoma, his daughter, *Betty*, was attending a local elementary school. At a school crossing one morning an automobile came speeding by, narrowly missing *Betty*, who was six years old at the time. The motorist hurriedly stopped his car and ran back to say he was sorry. When asked by a bystander if he didn't believe in signs, he said: "I couldn't interpret the small sign that read 'School Crossing.'"

That evening *Betty* told her father of the near accident and remarked that there should be some sort of miniature school house attached to the corner pole so that motorists would know immediately that they were approaching a school. *Fred* nonchalantly agreed with his daughter and sent her off to bed.

As time went by and more children were killed and injured at school crossings, *Fred* gave his daughter's idea some thoughtful consideration. "Maybe *Betty* has the right idea," he said to himself. "Why can't something be done to prevent these accidents? Certainly no one wants to hurt a child."

Fred reasoned that a barber pole is indicative of a barber shop and can be seen from a distance. A steeple indicates a church. Why not this miniature school house, that, upon sight, will inform

drivers they are approaching a location where there are children and caution should be observed?

Two years ago *Fred* decided to actively start work on this life-saving project. "*Betty* and I both drew the plans," he said, "then I gave them to a neighbor friend in the sheet metal business. Together we built a miniature school house of light weight metal." *Fred* then painted red, amber and green

lights on the sides of his model school house, the same type signals we see on the majority of the city's stop signs.

"The operation of this safety signal is relatively simple," *Fred* remarked. "A patrol boy stationed at a school crossing would control it through an electric wire connection in the street pole. He would operate the various signals to control the traffic when children are crossing. Before being assigned, all patrol boys would attend a training course explaining the correct operation of the safety signal."

Betty, who is a third year student at Waller High School, thinks her dad has worked out her safety idea just as she imagined it 12 years ago.

The Martin Safety Signal has been demonstrated before representatives from several suburban communities but, as yet, has not been formally accepted. However, *Fred* expects to see the safety signal operating in many of these communities in a very short time.

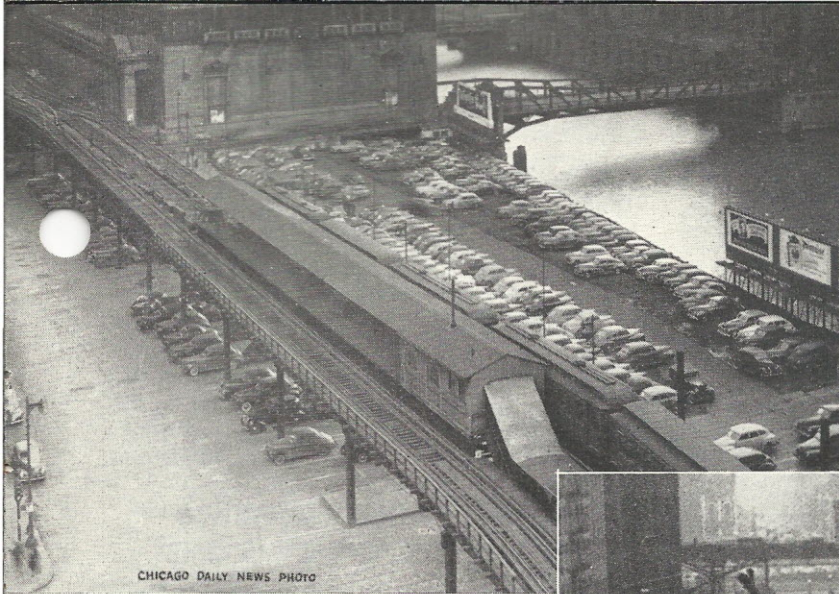
The "Stub" Is Gone

THE MARKET STREET elevated terminal, located between Madison and Lake streets and commonly referred to as the "stub," has made its exit from downtown Chicago. A transportation landmark that served local "L" riders for 54 years, the "stub" has been torn down to make way for construction of the Wacker Drive superhighway.

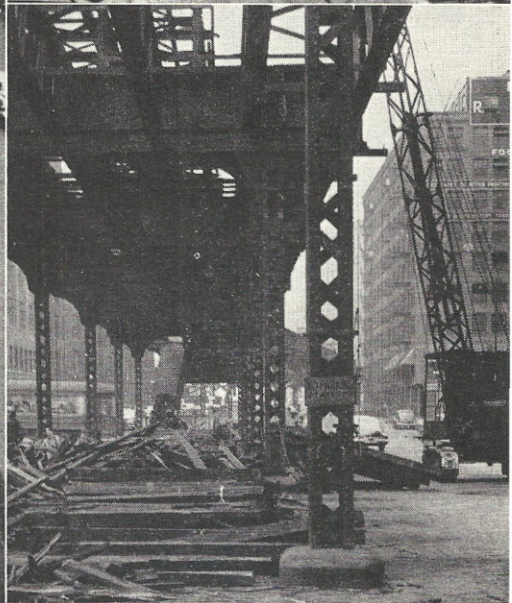
Cutting down of the last steel pillars that supported the "L" tracks marked the end of a seven-week wrecking job by the Piolet Scrap Iron and Metal Company. This firm made the best bid to Chicago Transit Authority to remove the 1,200 foot structure that yielded 1,280 tons of wrought iron, cast iron and steel. Useable track and signal items were removed by CTA for

its own purposes several weeks before the wrecking began.

The Market street "stub" was first placed in service in 1894 as the Loop terminal of the old Lake street line, the former Chicago and Oak Park Elevated Railway. At that time trains were pulled by steam and the line's western terminal was California avenue. When the Loop elevated structure was constructed, however, the importance of the Market street "stub" diminished. In recent years it was used for only a few evening rush hour trains on weekdays. The Market street operation was discontinued on April 5, 1948, with the inauguration of all-express service on the Lake street "L" line.



CHICAGO DAILY NEWS PHOTO



THE INSIDE NEWS

—AS REPORTED BY EMPLOYEES OF THE CHICAGO TRANSIT AUTHORITY

"NEWS" REPORTER WED

ACCIDENT INVESTIGATION — When *Mildred Matlow* became *Mrs. Al Martin* recently, she wore a gown of white nylon net, trimmed with satin, and she carried a prayer book with a white orchid and stephnotias attached. Her maid-of-honor wore gray taffeta with red accessories, while her bridesmaids wore green with red accessories. All of the attendants carried cresents of red roses.

We bring out the welcome mat for our newest employes, *Irene Zeliznak*, *Nora Cronin*, and *William Simpson*.

Connie Tierno has undergone an operation and is back to work, feeling much better; while *Charlene Thompson* is in the hospital undergoing an operation.

Our sympathy is extended to *Nick Deutsch*, whose wife passed away on October 18, 1948.

—“M & M”

TURKEY AND DEER HAVE McNEALEY TO FEAR

ACCOUNTING—*John McNealey*, payroll, is off on a two-week venture to Georgia to hunt turkey and deer.

Sophia Danielson, accounting-revenue, enjoyed a two-weeks' vacation the early part of October and attended one of the world series baseball games in Cleveland.

Johnnie Wiesolch, miscellaneous payroll, and *Art Johnson*, distribution, enjoyed their vacations on the same days, Johnnie spending his time fixing his car for the cold winter months ahead.

Moral: Go West

Mrs. Camille Gillies, accounting, returned recently from a 3-weeks' vacation spent in California, visiting her daughter, *Mrs. Frank M. Koch*, of San Mateo, California. *Mrs. Gillies* reports that she had many delightful side trips to Reno's night spots and Virginia City, Nevada, the most historical, romantic mining camp in the world. She took many sight-seeing trips through Sacramento, spent several days in Los Angeles visiting friends, had afternoon tea at Stanford University, was a guest at

A CENTURY OF SERVICE



EFFECTIVE OCTOBER 1, *Trainmaster John G. Schoen* (Lake) and *Charles A. Baxter*, Lake street superintendent of transportation since 1921, retired from active duty, with a total of 100 years of service between them. *Trainman Jerry Miller*, a 47-year employe, on behalf of Lake street transportation men, presented Mr. Schoen with a smoker's set and Mr. Baxter with a wrist watch at an informal gathering in the trainmen's room on the afternoon of October 16. . . . Mr. Baxter was employed 53 years ago by the "L" lines on April 15, 1895, as a train clerk on the Metropolitan Division. Mr. Schoen began his 47 years with the company on January 18, 1901, as a trainman on Lake street.

a farewell party for Lt. Col. Chapman which was given by the Retired Officers Ass'n of San Mateo—left with happy memories of a vacation well spent.

We all sympathize with *Agnes Samek* and *Mrs. Kock* over the loss of their mother; *Bill Parrillo* on the loss of his father; and *Pat Lawrence* on the loss of her grandfather—all this past month.

Don Lemm's mother also passed away in late September.

Lillian Smith, Auditor of Revenue Dept., announced her engagement to *Francis Geoghegan* on September 22.

Theresa Keenor, vouching section, became the bride of *Everett*

Earley at a quiet church wedding in the Drexel Park Presbyterian Church on the afternoon of October 16.

Bob McCarthy, Auditor of Revenue Dept, is back with us after a serious illness that kept him home for a week and a half. . . Also back is *Mrs. M. B. Burke* who recently suffered a sprained ankle and was confined to her home for a few days.

Pat Kenny, miscellaneous payroll, had an unfortunate mishap the other day during lunch. Pat ordered stew and, on account of the hunger pangs had reached their highest peak, proceeded to eat the stew minus the able as-

sistance of a fork, which fork was not at that crucial moment available. We've never heard of a vegetable corsage being worn on the trousers, have you?

—DON LEMM

THOSE ASH TRAYS FILL UP IN NO TIME!

ARMITAGE—*Motorman Roy Croon* is considering trading in his new Buick. It seems the ash trays are full already.

We all at Armitage wish to extend our heartfelt sympathy to *Superintendent George Dorgan*, whose brother died recently.

Conductor John B. McHale, our fashion expert, says there will be little change in men's pockets this season. We agree with him 100%.

Motormen Roy Felton and *Earl Dustin* have returned from Florida where they were delegates to the American Legion Convention. Armitage has had three commanders in the Surface Lines Post and expects to have the fourth one at the next election.

—TED SHUMON

THE "BERRIES" FOR LOAFING

BURNSIDE—Had cards recently from vacationists *Bill Joike* at Spooner, Wis., from *Roy Davis* and *Elmer Moreland* in the east and *Bill Lewis* who was attending the American Legion convention in Miami. Those late vacations are the "berries" as the climate and general conditions are ideal for loafing.

Supervisor Al Fox and *Clerk Clare Danhour* have been recovering nicely in hospitals.—FURGIE.

TRANSITAD

WANTED TO RENT — CTA employe being evicted urgently needs unfurnished apartment, two bedrooms; four adults, no children. Prefer north, west or northwest side. Phone LAwn-dale 1-3132 evenings or all day Saturday and Sunday.

WHAT WOULD A STEAMBOAT DO ON LAND?

COTTAGE GROVE — *Motorman George Tidd*, who resides out in "no-man's-land," is making an effort to entice *Motorman "Steamboat" Bill Brown* to move out his way.

The wife of *Conductor Elmer Mickley* was recently confined in the hospital. —THE ECHO

RAIN IN FLORIDA? MAYBE IT'S CALIFORNIA

ELECTRICAL (RAPID TRANSIT)—*H. D. Wilson*, assistant electrical engineer, enjoyed the Florida sunshine and the legion convention on his vacation. He reports via postal card that it rains once in a while even in Florida.

C. J. Krotz, telephone engineer, spent the third week of his vacation at the legion convention also, but somehow he missed the rain.

Raymond Becker, lineman, is back at work after a hospital siege.

James A. Conlon, lineman, left the CTA after 35 years with the Rapid Transit Division to take another position.

James J. Broderick, third rail foreman, is a grandfather again—a granddaughter, born October 4.

John S. McFarland, ex-cable foreman, is enjoying his retirement and good health in Bartlett, Illinois. He is going to come to the Windy City soon to visit his old friends and see if the sparrows are still getting fat on Anderson insulators.

John Risting, lineman, and *A. P. McGrenera*, helper, spent a week-end at Sturgeon Bay, Wisconsin. Who saw the deer and who saw the pink elephant is still a moot question.

Since the last edition, *C. R. Jochens* was promoted to lineman *J. J. Murphy* was promoted to helper and *G. J. Gilbert* has been added to the force as laborer.

George Krambles, engineer, is now working in the Staff Engineer's office, 7th Floor, 79 W. Monroe.

—BURT ENGBERG

TRANSITAD

FOR SALE — Full-size walnut bed, Beautyrest mattress and coil spring. *Arthur A. Bresin*, Accounting Department (Payroll). Phone TRIangle 4-8641.

"LOOK OUT WHEN IT'S DARK!"

"Look out when it's dark!" is a slogan the Chicago Police Department is using in its current safety program, emphasizing the hazards of driving and walking after dark.

Charles G. O'Regan, Chief of Traffic, points out that "For every mile of motor travel, three times as many fatal accidents occur in the hours of darkness than in daylight." According to him, 55% of all fatal traffic accidents in Chicago in 1947 occurred at night when, roughly, 25% of traffic was on the street.

Here are some the reasons why:

1. Motorists cannot see as far nor as well as in daylight.
2. More drivers and more pedestrians may have been using alcoholic beverages.
3. Drivers at night and pedestrians are more likely to be tired. Fatigue reduces alertness and ability to react quickly.
4. Speeds considered safe in daylight may be too fast for safety at night.
5. Pedestrians too often do not realize they cannot be seen by drivers.

We can all help counteract the causes of fatal accidents, and at the same time possibly save our own lives.

COMING DOWN MUST HAVE BEEN EASIER

ELECTRICAL (SURFACE)—*Lars Rasmussen*, Crawford substation, motored approximately 2,000 miles while on vacation. Stopped off at Castle Rock, Michigan, and climbed up the 197 steps to the top of Castle Rock which is also known as "Pontiac's Lookout."

Another airplane fan is *Patrick McKenna* of Grand and Leavitt who flew to New York in a DC-6 to attend the wedding of his brother. Pat says, "I wouldn't travel any other way."

Margaret Kinsey of the general office vacationed in Colorado. She traveled via rail and visited many interesting points, one of which was the state prison in Canyon City.

Sympathy Extended

Our sympathy is extended to *William Hanley* of the general office who sustained the loss of his father on September 27; to *Walter Collins* of 20th substation whose mother passed away on September 26; and to *Charles Gibbons*, apprentice, in the loss of his sister on September 25. Also to *Thomas Murphy*, line department, in the loss of his mother on October 24.

The stork visited the homes of *Nicholas Brindl* and *Richard Bauer*, line department. *George Adams*, testing department, is the

proud daddy of *Susan* who arrived on October 5.

Sam Luckman, line department, is on the sick list and we wish him a speedy recovery. —ANDY

VISITS RENO, BUT KEEPS HUSBAND!

GENERAL OFFICE (JACKSON) — Wonder if this is the last installment of vacation doings? *Irene Peterson* (purchasing) went west—Los Angeles and Reno. It's all O. K. because she came back with her husband! *Lumina Shay* (purchasing) and *Jane Garrity* (executive) vacationed in and around Chicago, with short trips . . . *Mildred Humes* (executive) was short-changed on her vacation—spending most of it in bed nursing a cold.

Ruth Lipsey (purchasing) is welcomed back after a rather lengthy illness . . . Speedy get-well wishes go out to *E. J. Burke* (purchasing). Just shows that it takes more than a mere germ to get a good Irishman down! They have a good man holding the fort for him—*Herb Hoyer*, from M. & S.

New Employes Welcomed

The welcome mat was rolled out for *Katherine Horvath* (purchasing), *Matt Cioffe* (transit engineer's office) and *Kenneth Kaiser* (mail room) . . . Our "pink" and "blue" transfers this month were:

Mary Shields, purchasing to executive; and *Don Lake*, mail room to property accounting.

Lois Frank, who left to be a "lady in waiting," was remembered with a high chair by her co-workers.

—BRENDA and COBINA

CONVALESCING IN MILWAUKEE

GENERAL OFFICE (MONROE)—All *Mary Clarke's* friends send their best wishes to Sacred Heart Sanitarium in Milwaukee where *Mary* is convalescing. *Ruth Monahan*, engineering, traveled thru Virginia and along the Atlantic coast on her vacation, while *Virginia Baldwin* spent her vacation in the rugged west, a great deal of the trip being made, bag and baggage, on horseback.

Our sympathy is extended to *Alfred Hayes*, (M. of W.) in the loss of his mother.

The Insurance Department extends a welcome to *Helene Graf-foe* and *Wilma Stanich*, who recently joined the staff.

Cupid Scores Again

In that same department, Dan Cupid's arrow found two willing victims recently. *Arlene Pawlitzki* became *Mrs. Richard Fethke* and the couple honeymooned in Wisconsin. *Rose Marie Grippio* was married to "*Lucky*" *Nilsen* at St. Giles Church, Oak Park, and honeymooned in Phoenix, Arizona.

Sig Shonts returned from his vacation in the Rocky Mountain region. The only rootin'-tootin', sure-shooting cowboys he saw were on the screen in the village cinemas.

Newcomers to the staff engineer's office are *Chuck Pfarr*, *Don Haderlin*, *Tom Nolan* and *George Krambles* (formerly Electrical).

Harold A. Otis has returned from a vacation through Wisconsin, Minnesota and the midwest in general.

J. B. Jolliet isn't running for office. Those cigars he is passing out are in honor of a brand new future president who has arrived at the Jolliet residence.

Coleen Dunn visited in New Orleans recently.

Anne Fahey Cyr (600 Washington) who is pinchhitting for *Mary*

Clarke in Accident Prevention, can now have lunch every day with her sister, *Rose Fahey*. *Jim Doherty* of that department is very happy and contented with his stride in the CTA Bowling League.

Arthur Stahl is the proud Father of a daughter, which completes the Kings Wish, in competition with *Ed Miller* (Surface Transportation) who is also boasting of his new gal. —MARY CLARKE and JULIE PRINDERVILLE

IT'S TOUGH ENOUGH TO CASH A GOOD ONE!

KEDZIE—*Joe Miller*, after receiving his pay check, stood in conversation and unconsciously tore it up. Going into the bank, he tried to cash the stub. Discovering his error, he retrieved the pieces and dashed to the depot where Superintendent *Clint Sonders* and Clerk *Cornelius "Red" O'Connor* put the check together. Joe then tried to cash it, but had to get a duplicate before the bank would honor it.

A lost canary perched on the handlebars of *Pat McInerney's* tricycle. Pat wheeled into the gang way of Conductor *John McInerney's* abode and whooped for mom. Ann gandered out the window, reached down and scooped up the canary, put it in the cage with the family canary and the battle was on. Ann called John, visiting with *Ray McDonald*, *Fred Spoeri* and *Fred Langridge*, and told him to get a cage. Ray and the two Freds came forward with cages and now the canaries are throwing birdseed at each other—from opposite corners of the room.

Sick Bay

Sick and well, or getting well . . . *Harold Andrews* had an ulcer operation which kept him in Lorreta Hospital almost two weeks . . . *Tom French* had a bad ear as did also *Tom Finley* . . . *Ray Snell* turned blue from a strep infection. He has now returned to natural color and also to work. . . . *Irv Belmonte* was operated on for hernia from which he has recovered after five weeks . . . Receiver *Otto Jurew* and Clerk *Ellsworth Ehrhart* were sick abed with colds . . . *Frank Dantona* and *John J. Fitzmaurice* were taken down with flu, which in the case of John almost turned into pneu-



"Which one's mine, nurse? I want to show my friends how he stands out from the others"

monia . . . *Ed Butler*, who was at Hines Hospital, is improving in health.

Shutter Specialists

Receiver *George Singer* is becoming a one-man information bureau for camera and photography fans in the depot. George is an expert from way back. Assistant Superintendent *John McCarthy* has graduated from just ordinary developing. He's got an enlarger and with Mrs. McCarthy's able assistance he's getting some dandy enlarged prints. *Jim Reynolds*, our checker champ, has a complete photography set-up in his basement. Every time Jim takes a picture or does any developing he notes the time and conditions of each operation. Checkers has lost a champion.

Late Vacations

George Woodville and his wife visited George's aunt and uncle in Portage, Wisconsin . . . *Andy Lowery*, his wife, *Helen*, and son, *Robert*, spent his vacation in Bass Lake, Ind., and were given a celebration for their thirteenth wedding anniversary while there. . . . *Bob Hansen* spent most of his vacation at the Museum of Science and Industry in Jackson Park . . . *Malachy Regan*, *Rita*, and their daughters, *Mary Ann* and *Elaine* vacationed with his sister in Mil-

waukee, Wisconsin . . . *Ed Machen* and *Winnefred*, the Mrs., took in the beautiful Roaring River scenery while they visited friends in Butler, Mo. . . . *Tony Bruno* made his vacation trip in five days to St. Paul, Minn. . . . *Phil Dwyer* spent his vacation at his sister's home in Deerfield, Ill. . . . While *John* and *Mrs. Wheeler* were relaxing at Twin Lakes, Wisconsin, they met *Dave Kissane*, recently appointed to the Credit Committee of Kedzie Credit Union, also vacationing there.

Pat McQuaid, *Mrs. McQuaid* and their two sons vacationed in Dike, Iowa, where the Mayor gets one dollar a year and the population increased to 754 while the McQuaids vacationed . . . *Joe Smith* sneaked off with his kids, not from them, behind the Shedd Aquarium to fish. *Mary Ann*, the littlest, tried to fall off the piling and kicked all the bait in the lake to give the fish a preview. *Patricia*, the elder, and *Peter*, in the middle, pulled her back. Joe, with one piece of bait, found a school of fish under a park light, picked the biggest and dangled the bait in front of the fishes nose, which nose the fish turned up. Joe dragged the bait in smelling distance for half an hour and finally the fish turned east into the murky depths and left the worm dangling at the end of the pole. —JOE SMITH

LAWNDALE CROWD GETS IN MOVIES

LAWNDALE—The brightest spot of the year to date was the *Calderone-Tricoci* wedding. A wonderful time was had by all. *Irv Birnbaum* and *Jim Callegher* featured Glo-Bo neckties to brighten up the evening. *Frank Volin* and *Bob Thezin* did an energetic turn at tending bar. Colored movies and still pictures were taken of the Lawndale crowd.

Les Nalevac became a papa for the third time on September 30. It's a boy this time, *Les, Jr.* The score now stands: Girls-2, Boys-1.

Mike Cusack blames his wife for his colorful neckwear. "She makes them out of old drapes, or something," Mike declares. "Of course, I am much too conservative to CHOOSE such ties."

Tough Whiskers

Bill Rowan doesn't believe everything he reads. An ad claimed that you could use a certain razor blade for three weeks. Bill is trying it, but, with over a week to go, he is about to give up.

BELIEVE IT OR NOT



OSCAR POHL, 63rd Street Yard Storekeeper, was a professional high diver in the year 1914, doing high dives from 40 to 70-foot platforms in the Carver Water Show. He carried the nickname of "Sloppy Weather." This show traveled all over the United States, and was held at Riverview Park in Chicago.

AGENTS TRAVEL 5,000 MILES

DURING THREE-WEEK leaves of absence in late summer, *Ticket Agents Leona Jendersak, Emma O'Niell and Rose Hiedenblut and Assignment Agent Lu Hamann (South Side)* traveled 5,000 miles through 29 states.

They visited the Grand Canyon, Carlsbad Caverns, Los Angeles, San Francisco, Redwood National Park, Portland, Seattle, Victoria (British Columbia), Yellowstone National Park and St. Paul.

The top photo shows Lu, Emma and Rose (left to right) aboard a cable car in San Francisco's Chinatown.

With the sanction of a friendly cable car operator (lower photo), Emma yanks at the levers while Leona seems delighted at the prospect. It's a relief to report that nothing happened, perhaps sparing San Francisco one of its worst disasters.

In addition to touring Hollywood while in Los Angeles, the girls also visited with George Clegg and Mae Ruffner, former "L" employees.

Reported by R. E. Brown

Joe Riha returned from a vacation trip to Michigan. Said he was glad to take off his shoes and relax.

Bill Beavers' daughter, who fell and fractured her skull, is now recuperating.

Jack Kalka, who has been in bus operation since his return from service, put in three weeks as supervisor. Jack says the job is all right but tough on the feet.

One of *Bill Ahern's* neighbors gave him a tar barrel that appeared to be half full. Bill got everything together, ladders, buckets, tools, old clothes and son, *Bill, Jr.*, to help him. Upon beginning the job of tarring his garage roof, Bill found that the barrel was half full all right—full of water!

—BILL FEILER

BOWLING LEAGUE NOW UNDER WAY

LAWRENCE—The garage has six teams entered in a CTA bowling league. Five teams are in the morning league. Team "D" of the A. M. league consist of *Captain J. Pokryfka, P. Ishman, E. Stencil, J. Haggerty, and Henry Thiede*. Henry bowled a 234 game, which tied the high game of the league.

The P. M. team consists of *Captain Jack Dillon, Al Rahn, Lou Hansen, George Meyer, Dan Priske, and Chet Pawlek*.

With bad weather approaching this will give you shut-ins a chance to get out and follow your favorite team.

Ray Pfeiffer had a very enjoyable vacation visiting his daughter in California.

New Arrival

Mr. Stork is still hanging around the garage. He presented *Mr. and Mrs. Edward Stencil* a nine-pound boy October 5 at St. Mary's Hospital. In all the excitement, Ed sprained his ankle. Mother, Daddy and baby doing fine. The youngster was named *John*.

Our sympathy to *Ed Sheele* who lost his brother, and *Jim Haggerty* whose mother passed away.

Ben Kamka went fishing in Clear Lake, Lac Du Flambeau, Wisconsin, and caught a 26 lb. muskie that measured 46 inches in length.

—THE POLISH COUNT

HOLD-UP "MEN" GET CHARLIE'S WALLET

LIMITS—Being on my vacation I was caught short on the news this month. You know how vacations are; you just drift along with the breeze and seem to be in a day dreamy sort of mood all the time. I witnessed this just before my vacation by observing our *Chief Clerk, Elmer Ridel*. That far away look in his eyes are his thoughts of sunny California and his recent reunion after many years with his brother and retired motorman father, both former CTA employees. Elmer remarked to me how happy life would be if we could be as content throughout the year as we are on our vacations. We are so lucky here in America to be able to work, play, and enjoy a vacation. Met *Charlie Hurtienne*, and *Mike Davilla*, also on vacation. Both were having a wonderful time,



TRANSITADS

WANTED TO RENT—3, 4 or 5-room apartment or house, heated or unheated, any location. Phone A. B. Cliff, CRawford 7-1809.

FOR SALE—1936 Dodge 4-door sedan; heater; good condition; \$325. Also Corona portable typewriter, \$12. Phone IRving 8-5933 after 6:00 P.M.



PICKS GRID WINNERS

IT TOOK two years for Conductor Henry Rigenstrup, North, to break into the victory column in the Chicago Sun-Times grid picking contest, but when he did it was worth \$25.00 cash and two tickets to a major collegiate football game.

Conductor Rigenstrup, a Surface system employe for seven and one-half years, won first prize by picking all 12 game winners correctly and being only 61 points off in total point accuracy.

"This is the first time I have ever won this type of contest," commented Henry, "and it feels good after trying hard for two years."

but would be happy to be back to work again. Charlie had special excitement during his vacation. He and his wife, Grace, went to rent an auto from Bennett's. Upon entering the office, they were confronted by two young boys with revolvers in the act of looting the cash drawer. They took Charlie's wallet, containing \$19.00, but in their nervous retreat overlooked Mrs. Hurtienne's watch and beautiful diamond wedding and engagement rings. Mr. Bennett gave Charlie an auto for the whole day and night without charge.

We had two births for this issue—Conductor Robert Smith has a baby boy, born October 2nd, making Bob now the father of three boys; Conductor E. Ozelewski, received a 7-lb. baby girl, born October 4. She was christened Sandra Mary.

If anybody wants odds on anything, see Repairman Enwight. He is our chief handicapper.

—R. H. LENCE

PLACES SECOND IN CONTEST

LOOP—The Chicago Credit Union held a contest to select "Miss Credit Union" at their Centennial and Francine Larkin was awarded second prize.

The vivid red, yellow and green colors of these wonderful autumnal

days, so perfect for vacations, are enjoyed by Margaret Brennan, Mary O'Malley, Marie McInerney and Mary White. They may not be lovely days to Margaret White who has been spending them at Mayo Brothers Clinic.

We welcome back Marie Mitchell after her tonsillectomy and Margaret Courtney from her accident and also Rocco Parrillo. Not so Edward Ray, who is still on the sick list.

Ellen Neely has forsaken her single bliss to become Mrs. Frank Felise November 6th.

Irene Cullen spent her vacation at Excelsior Springs, Missouri, and claims it an ideal spot. Katherine Leahy also took a short trip west.

—EDITH EDBROOKE

WE WONDER IF HE CAN "CHEW THE FAT"

MAINTENANCE OF WAY (NORTH AND SOUTH SIDE)—Anyone finding one perfectly good set of uppers, please call Trackman Louie Knoll at Indiana Avenue.

"All things come to those who wait" is an old proverb that our boys believe in. Take the case of our assistant superintendent, John J. Madden, who was envious of Mike Kappel's status in the Grandfather's Club. On October 1, John's daughter, Jeanette White, presented him with a very husky grandson. The old proverb also applies to Bart Everman who is happy once again. After many months of living in one room flats, hotel apartments, or what have you, he has finally settled in a suitable apartment on west Flournoy.

Maintainer Ralph Whitelaw spent his vacation in Miami, Florida, in deep meditation, and all due to the fact that Wade's Maintainers Bowling team is in the cellar. Cheer up, Ralph, the Cubs and the Sox were there, too.

Al Pelton, retired door check repairman, and Jim Cleland, retired carpenter, visited the old gang during the month. The life of retired gentlemen certainly agrees with each.

—JIM WALSH

BET IT LOOKS GOOD, TOO

MATERIAL AND SUPPLIES—Carl Ericson, Grand and Leavitt, vacationed in Chicago, spending most of his time painting his house.

Congratulations to "Auntie" Eleanor LaCorcia, general office. She has a first nephew, born September 29th, named James Lauletta, weighing 7-1/4 lbs.

Dagmar McNamara, general office, also vacationed in Chicago.

Mr. and Mrs. Ed Hoyer, Store-room 55, South Shops, celebrated their 40th wedding anniversary on October 10.

C. J. Collins, South Shops, hit double trouble in September. His son, Clay, of Terre Haute, Indiana, had a son born on September 4, called "Clay Lance," weighing 8 lbs. 1 oz. His other son, Wilke, of San Gabriel, California, had a son born on September 28, named "Larry," weighing 8 lbs. 4 ozs. The sons are twins, and both men are former employes of the company.

Injured in Accident

Charles Hectus, Storeroom 3, West Shops, was seriously injured in an accident last August. He is convalescing at Hines Hospital and welcomes all visitors.

Mr. and Mrs. Raymond Jenchowski were blessed with another "bouncing boy" on October 15. His name is Richard Thomas, weighing 8 lbs. 15 ozs. Mrs. Jenchowski is the former Dorothy Wagner of this department.

A "stork shower" was given in honor of Mrs. James Brophy, the former Rosemary Howe of this department on October 20.

Dorothy Moran, general office, enjoyed her vacation this year by flying to Buffalo, New York, and from there motoring to St. Catharines, Ontario, Canada.

—JEAN HARTLEY



THESE GAY 90's costumes took second prize at a Halloween Ball for Conductor Russell Warnstedt (Devon) and his wife, Ruth. Russ says he is glad clothes such as these are not worn today.

JUST ONE BIG HAPPY FAMILY

NORTH—Hiya fellows! Welcome 'youse' guys from Elston Depot. You made a wise move when you chose North Avenue for your new home. Here at North, we are one big happy family. We welcome you with open arms.

Thanks to those swell fellows who donated blood to their fellow worker, Francis Reed. It helped Fritz immensely.

Daniel Michael Kelley just couldn't wait to see who his mother and father were. He arrived prematurely, weighing in at 6 pounds, 2 1/2 ounces. The happy "pappy" is motorman Robert Kelley. Mother and son are fine. Bob also has two daughters.

Better Late Than Never

After waiting ten years, the stork finally found the home of Motorman Harold Lindrum and left a bouncing baby boy, 8 1/2 pounds, Frank Paul. Mother had a blood transfusion and all three are now doing fine. This makes the second grandchild for janitor William Thomas since May.

TRANSITAD

WANTED TO RENT—3 1/2 to 4 rooms, unfurnished, west side or Oak Park. Working couple, no children, no pets. Phone Mansfield 6-8450.

TRANSITAD

WANTED TO RENT by young CTA couple—1 1/2 to 4 rooms, furnished or unfurnished, north or northwest side. Phone La Verne Neubaum, HA. 7-4500, Ext. 144.

We were glad to see motorman *Louis Traub* back on the job. Louis was off sick a long time with a broken shoulder.

Janitor *Paul Heidenreich* has taken his pension. He had been ill for some time.

Conductor *Bernard Smith* spent his vacation in Ireland. 'Tis a foine country, you don't want for a thing over there," he says.

Conductor *Anton T. Mokstad* is doing nicely after his recent operation. He is always there with that big smile.

Like to Paint?

Motorman *Fred White* is looking for volunteers to paint his new home. If not too late, here is a good chance to learn how to paint.

If you have any tuck pointing to do be sure to see *Supervisor Owen Calt*. He can advise you.

Pensioner *Fred Jacobs*, who moved to Los Angeles, has been a pretty sick man. He suffered a ruptured appendix. "Whistling Jake" is well remembered here at North.

Dan "Dapper" *McFadden*, also on the sick list, is back to work.

Conductor *Teofil Borucki* and wife celebrated their 44th anniversary recently with a family dinner at Klas' in Cicero.



ROSARY CHAPEL, Colorado Springs, Colorado, provided this lovely scenic setting for *Agent Teresa Moran* (left) and her sister-in-law, *Marie Moran*. Teresa visited the Chapel while on her vacation.

Conductor *John Kalal* of Chicago Avenue suffered a broken leg. . . . Motorman *Gus Grundt* has undergone surgery and is improving rapidly. —JOE HIEBEL

40TH WEDDING ANNIVERSARY

NORTH SIDE—Congratulations to *Towerman Marty Lawson* and his wife, who celebrated their 40th wedding anniversary, and to *Trainman Rudolph Ruderger* and his wife on their 17th wedding anniversary.

Motorman *Anthony Bialk*, *Rudolph Salewsky* and their wives motored to the Ozarks. Were they looking over some property for their homestead, just in case they decide to retire from service and become a couple of hill billy's?

Agent *Sue McLaughlin* spent her vacation in Newburgh, Indiana, at her grand-daughter's home which is surrounded by hundreds of pine trees. Sue tells us the aroma of pine is delightful.

Trainman *Floyd Trimble* and his wife spent their vacation in Tennessee.

Trainman *Frank Peabody* and wife had a good time on their vacation at Rhinelander, Wisconsin. —J. J. BALY

IT'S A GREAT TIME SAVER

SCHEDULE-TRAFFIC—*Wm. Devereux* was inveigled into getting in an airplane. The plane took off and Bill landed in New York City. He has used up the time saved by mailing picture postcards from there and also Dubuque, Iowa, where he visited with his daughter, *Sister Williamette* of the Mercy Order. *Joe DeGrazia* split his three weeks into two parts—one week for the usual home owner's job of house painting and the second and third weeks for an enjoyable motor trip through the Great Smoky mountains. We presume after all the ladder and mountain climbing, Joe feels glad to be back on level ground again.

—L. C. DUTTON

IF HE CAN DO THIS, HE'S GOOD!

77TH—Our own *Phil Reil* is taking up magic, so if you see a bus vanish up into thin air you will know Phil was the driver and was just doing some of his tricks.

Ray McDermond and *Mike Tierney* were delegates at the American Legion Convention in Milwaukee, Wisconsin, and from what we hear, they did things up in a great way.

A baby girl was born to Conductor and Mrs. *T. B. Ryan*. Well, to make a long story short, *Ryan* came a-running all the way from home to the depot to tell the news, and then started to run back again until some one told him he could ride a streetcar and save wear and tear on the feet. —ROY MACK

CASEY'S TOUGH ON DUCKS AND GEESE

SHOPS (LAKE STREET) — *Casey Bunij* officially opened the duck-hunting season at his dad's farm near Armstrong Creek, Wisconsin, with an enviable bag of three ducks and four Canadian geese.

Bill Johnson together with *Dave Byerley* received their 30-year pins as members of the International Brotherhood of Electrical Workers at an Old Timers' party Halloween Eve.

Henry Golz, master mechanic, retired last month after 43 years as did *Timekeeper Charlie School* with 37 years service. That age-old tradition of presenting engraved watches was also retired when *Henry* and *Charlie* were each given a much more practical gift of a casting rod and reel complete with tackle box and the necessary contents.

—J. E. MARTH

CAN YOU PROVE IT?

SHOPS (SOUTH SIDE)—*Thomas Mudon* highly recommends Canada as a vacation spot, but is advising American visitors to Canada to be sure to take something along to prove they belong in the U. S. A. *Bet Thomas* has his citizenship papers handy the next time he meets the U. S. Immigration authorities.

Our sick list shows *Joseph Mariano* at Mercy Hospital, *Frank Higney* at Woodlawn Hospital; and *Joseph Breen*, *Louis Hechler*, and *John Kester* at home. *Patrick Mahoney* and the *Cousineau brothers* (*William* and *Henry*) have recovered and returned to work.

The "61st St. Shop noon hour Horseshoe Pitching League" officially announces that the championship is awarded to the team of *Peter King* and *John Baily*.

—PATRICK WHITE.

ONE PINK AND ONE BLUE

SOUTH SHOPS—A little bundle wrapped in pink arrived at the home of *Mr. and Mrs. Charles Gerard* (machine shop). The newcomer was named *Jeanine*.

Karen Ann Kozlowski has a new playmate. On October 26, the stork delivered a bouncing baby boy at the home of her parents *Mr. and Mrs. Leo Kozlowski* (machine shop). The new addition was named *Gerald*.

One of the last to take her vacation was *Thyra Foster*. *Thyra* had a lovely autumn vacation and divided her time in several towns, including La Salle, Peru, Prince-

IF YOU KNOW of a CTA employe who is not receiving his copy of CTA TRANSIT NEWS, please have him fill out the following form and return to the Public Information Department, Room 724, 79 West Monroe street, Chicago 3, Illinois.

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(City) (Zone) (State)

ton, Dixon and Rockford . . . *Harry Ott* just returned from the Machinist Convention in Grand Rapids, Michigan. Harry enjoyed the convention and his stay in Michigan very much. October 23 was the all important day for *Bill Hackbarth* (motor repair) and *Marlyn Laidley*. On that date they became united in matrimony.

Sorry to see *Walter O'Donnell* leave, but our best wishes go along with him in his new endeavor.

We welcome *A. H. Williams*, back after being on the sick list for several months.

—ANNE M. YERCICH

"SPOOK" DRIVER CRASHES CAR

SOUTH SIDE—A south-side grocer was amazed as he watched his station wagon, without a driver, leave the curb, turn the corner and crash against a large tree.

Warily he opened the door. In the drivers seat, his head barely touching the bottom of the steering wheel, sat three-year-old *Bernard O'Brien*, son of Conductor "Barney" O'Brien.

Little Barney insisted he knew all about driving cars.

Neighbors will be happy to know that he has been confined to the backyard and his driving limited to the Kiddie Kar.



WHILE VACATIONING in the east recently, *Trainman James Simsen* (North Side) visited the grave of *General John Pershing* at the Arlington National Cemetery. This was one of the highlights of his trip.

Towerman Emil Glatz and *Dispatcher Edwin Munro*, spent their vacations in Miami, Florida, attending the American Legion Convention. —ROBERT E. BROWN

CHARLEY'S STILL ON THE LOOSE

WAY AND STRUCTURES (TRACK DIVISION)—*Charles Pavesic*, the eternal bachelor from Racine and Center, has recently returned from his vacation, unscathed. The boys are somewhat flustered because they can't seem to talk Charles into the domestic way of living. But other vacations are coming and spring will be here too—and we are all hopeful.

Our sincere wishes for a speedy recovery are extended to *John Miller*, general foreman in the Central-Southern Division, who has been recuperating at St. Luke's hospital.

UTILITY DIVISION—*Hugh Barclay*, motorman, decided to take his vacation during "Injun Summer." Barclay and his wife headed for Toronto, Canada, and before they come back to Chicago will stop off at Niagara Falls.

John Cottle, trolley tender, who has been married just a little more than two years, decided to take his wife on a second honeymoon to sunny California on his delayed vacation. His fellow workers were very much excited to receive a long distance wire from Cottle while he was still out in California—but all he had to say was, "Having a wonderful time and am staying another week—see you when I get back."

Best wishes for an early recovery are extended to *Paul Dennehy*, chauffeur, who has undergone an operation at the Augustana Hospital. —VIOLET SWEPAS

HONEYMOON IN CALIFORNIA

WEST SHOPS—The bride of the month was *Eleanor Mozeris*, office. She was married on October 2 to *Al Drogosz* at Nativity of B.V.M. Church. She looked lovely in a gown of white satin and lace and carried a bouquet of white orchids. The newlyweds honeymooned in California.

Wedding anniversary congratulations are in order for the *Irving Ptashkin's*, drafting, who celebrated their 16th on November 12.

We're happy because they're happy, and they're happy because they just became the proud parents of an 8-lb., 8 oz. baby boy, *Michael Glen*, on October 22. The proud parents are Mr. and Mrs. *William Porcelius*, armature room.

John Bendik, tailor shop, spent his vacation in California visiting his sister.

Newest office additions are *Robert Kurtz* and *Patrick Clancy*.

Jeep Drivers Lead Bowlers

There's a free-for-all going on at Cascades Bowling Alleys every Tuesday evening at 5 P.M. It seems the teams are all bowling neck and neck, each trying their best for first place. So far *Ed Erdman* and the *Jeep Drivers* are in the lead, but only by one game. Even in the individual standings, it's rather a close fit, but *Dan Scully*, truck shop, is on the top with a 190 average. *Don Reiss*, office, can bowl with his eyes closed. Believe it or not, he tried it and had a 211 game.

Edwin Wendt, spent part of his vacation time in the Ozarks. The *John Burkes* vacationed in New Orleans. —MARY CROSBY

RECENT DEATHS AMONG EMPLOYEES

TONY AIELLO, 63, laborer, Track. Employed 4-23-29. Died 9-25-48.

MICHAEL AUSTIN, 72, motorman, 69th. Employed 9-23-04. Died 9-22-48.

ARTHUR W. BANGERT, 46, motorman, North Side. Employed 12-5-27. Died 9-23-48.

EDWARD J. BURKE, 51, motorman, North Side. Employed 5-7-27. Died 9-9-48.

MICHAEL CARNEY, 82, retired fireman, Lincoln. Employed 3-7-18. Died 8-30-48.

LIN CHAMBERLIN, 72, retired locator, Legal. Employed 7-1-22. Died 9-19-48.

ANDREW A. COTTER, 60, motorman, 69th. Employed 2-4-19. Died 9-12-48.

BARTOLOMEO D'ANTONIO, 64, laborer, Track. Employed 4-1-14. Died 9-9-48.

STEPHEN DWYER, 62, conductor, Cottage Grove. Employed 2-19-08. Died 9-10-48.

JOHN ENRIGHT, 53, car cleaner, North Side Shop. Employed 9-18-47. Died 9-4-48.

ANTHONY J. FERRO, 32, mo-

torman, Cottage Grove. Employed 1-9-43. Died 9-10-48.

ANTON D. GALDIK, 73, retired repairman, Burnside. Employed 8-15-18. Died 9-28-48.

FREDERICK T. GARTY, 44, agent, Loop. Employed 7-13-43. Died 9-27-48.

JAMES E. HANLON, 52, motorman, 77th. Employed 8-18-20. Died 9-5-48.

SAMUEL J. HAYMAN, 62, motorman, 77th. Employed 12-20-23. Died 9-4-48.

EDWARD HODOVAL, 70, retired conductor, Lawndale. Employed 7-12-18. Died 8-29-48.

FRANK J. HORM, 61, stock clerk, Material & Supplies. Employed 1-26-16. Died 9-27-48.

STEVE V. KIELMA, 53, gate-man, Metropolitan. Employed 8-26-47. Died 9-28-48.

WALTER KLOTZ, 63, draftsman, Track. Employed 9-19-13. Died 9-19-48.

NELS MAGNUSON, 81, retired motorman, Burnside. Employed 6-21-02. Died 9-1-48.

FRANK V. MANGAN, 59, conductor, Lawndale. Employed 1-5-12. Died 9-19-48.

PETER J. MANNING, 71, retired motorman, 69th. Employed 10-28-04. Died 9-23-48.

JIM MARRO, 75, retired watchman, Building. Employed 7-6-25. Died 9-24-48.

JOHN MATIAS, 67, retired watchman, Track. Employed 5-1-22. Died 9-29-48.

CHARLES J. McCARTHY, 62, conductor, South Side. Employed 1-18-14. Died 9-12-48.

GEORGE J. QUINN, 57, conductor, 77th. Employed 1-23-23. Died 9-29-48.

PATRICK J. ROBINSON, 60, conductor, Cottage Grove. Employed 8-31-10. Died 9-30-48.

DAVID ROCHE, 50, motorman, 69th. Employed 6-3-26. Died 9-3-48.

HARRY RUEBENSAM, 61, conductor, Cottage Grove. Employed 2-11-11. Died 9-30-48.

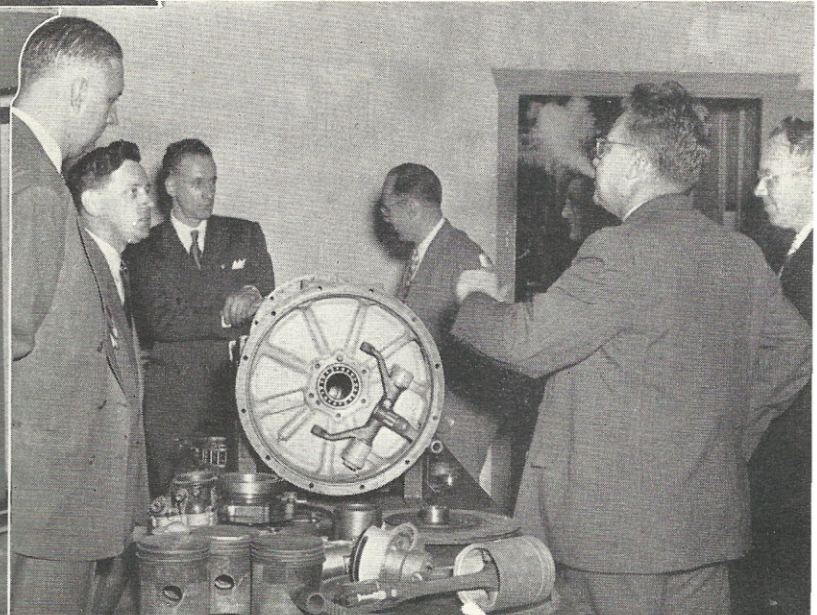
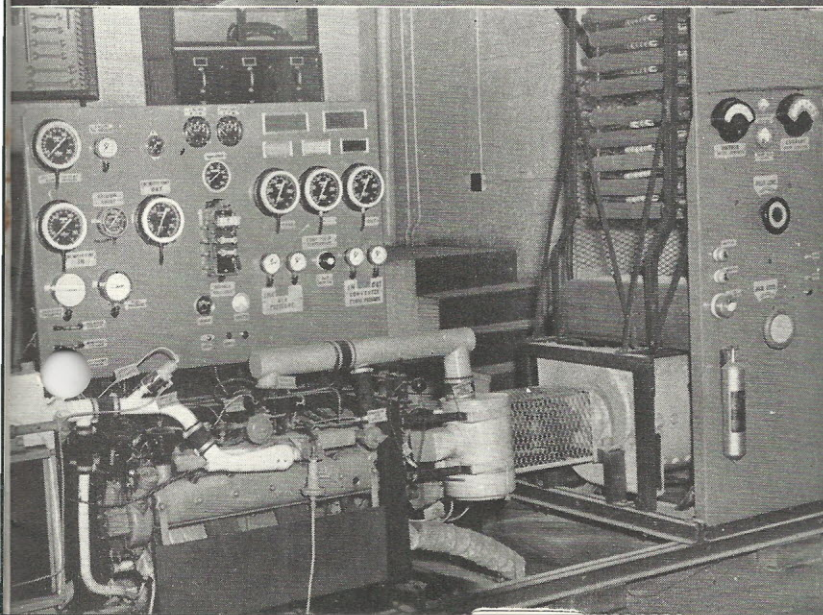
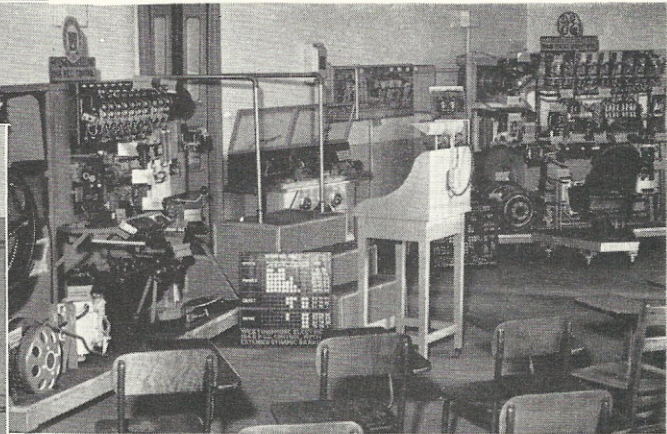
FRANK J. SCHNELL, 57, motorman, Lincoln. Employed 2-5-12. Died 9-11-48.

JOHN J. STACK, 60, conductor, Metropolitan. Employed 1912. Died 9-12-48.

SAMUEL WILSON, 64, motorman, Blue Island. Employed 6-4-07. Died 9-19-48.

TRAINING SCHOOL TOUR

CTA OFFICIALS recently made an inspection tour of the training school for bus and streetcar maintenance men at Western and Division. (CTA TRANSIT NEWS, March, 1948). Mechanics are given the opportunity of attending this school during regular working hours to enable them to keep abreast of the latest developments in new equipment. Full-scale working models, built at the school, are used by instructors to explain and demonstrate mechanical operations to students. During the year and a half the school has been in operation, 439 men have completed at least one course of instruction.



"IN HARMONY WITH THE STARS"



AT THE "MIKE" of station WNMP, Evanston, is *Dolores Pfeiffer*, daughter of *Supervisor Alfred Pfeiffer*, Armitage. After singing in an amateur show at this station recently, Dolores was given a contract by a sponsor and now has a regular "spot" every Saturday afternoon at 1:15. The program is called "In Harmony with the Stars." Records are played as the background music and Dolores sings the lyrics. . . . "Dolores has been singing ever since she could talk," remarked her mother. "She has never taken music lessons, but is now considering attending college to further her musical career." . . . She is a member of the Tabor Lutheran Church choir and the Chicago Lutheran choir and is now employed as a secretary for a manufacturing concern.

WINS 300-MILE PIGEON DERBY



THIS 6-MONTH OLD pigeon, held by *Motorman Joseph Barta* (Lawndale), recently won a special derby race from Ames, Iowa, to Chicago—a distance of 300 miles.

In this race, owners were permitted to enter only two birds each, hatched in 1948. The speedster owned by Joe outdistanced 179 competitors, averaging 1,367.46 yards per minute, which is approximately 46 miles per hour. It took the young bird only six and one-half hours to travel from Ames to its home in Chicago.

Joe has been a transit employe for 29 years and has been breeding pigeons for 15 years. He now has about 65 racers in his flock and is a member of the Southwest Limited Flying Club, which has about 35 active members.

In addition to the trophy won in the special derby, he has accumulated several others. Each year a trophy is awarded to the club member compiling the best average time for all birds entered in all races. Four times Joe has received this coveted honor—in 1941, 1943, 1945 and again this year.

"I take care of the flock mostly by myself," says Joe, "although my wife, Martha, does lend a helping hand when needed, especially in exercising the birds. They're like race horses, you know, and get fat and lazy from loafing, so it's necessary to load them up and drive out 25 or 35 miles before releasing them. This has to be done quite frequently to keep them in trim."

SOFTBALL TROPHIES AWARDED



REPRESENTATIVES OF the winning teams in the 1948 CTA softball leagues received awards at a meeting held September 30 in Streetcar Men's Hall. *John Daly* (North) holds the trophy given to the winner of the round-robin tournament, donated and presented by *Chief Umpire Frank Schultz*. *Manager Charles Kilroy* (West Shops) seems mighty pleased to have possession of the *William A. Hall* trophy, awarded to the top team in the CTA leagues. The presentation was made by *R. J. McKinney*, assistant general superintendent of transportation (surface). *Miles Coleman*, captain of the West Shops team, smiles happily as he firmly grips the trophy signifying the championship of the Sunday league. *Manager John Kain* of Kedzie No. 1 team accepted the victory token on behalf of the champs of the weekday league. Both the latter presentations were made by *P. N. Simmons*, director of personnel.

NEW TERMINAL AND TRAINMEN'S ROOM ON LAKE STREET

A NEW TERMINAL and trainmen's room has been authorized by the Transit Board to be constructed at Marion street on the Lake street branch. Forest Park, the old terminal, will be discontinued as a passenger boarding and alighting point. Movements of trains west of Marion will now be handled by yardmen, using one man per train.

This change in operations will be beneficial to passengers, to trainmen and to the CTA in many ways. In addition to the

FIRE PREVENTION IN ACTION



HELPING TO REDUCE the fire hazard by cooperating in the observance of Fire Prevention Week (October 3 to 9), the CTA displayed 2,000 dash cards on streetcars and trolley buses. The cards were provided jointly by the Chicago Association of Commerce and Industry, the Chicago Fire Department and the Cook County Inspection Bureau. Models *Cordella Sullivan* and *Shirley Machel* direct attention to the poster while *Fire Marshal Anthony Mullaney*, *Elmer F. Reske* (at controls) and *Leverett Lyon*, both of the Association of Commerce, beam their approval.

economies effected, there will be more seats for passengers at Marion street, congestion will be reduced and trains will be able to operate on closer headways.

This work is to be done at an estimated cost of \$19,000, including the trainmen's room, which will have greatly improved facilities in the way of lockers, rest rooms and porter's room.

OUR PUBLIC SPEAKS

PROBABLY THE BEST proof that CTA operating employees are doing a courteous and efficient job is shown in the letters received daily from thankful passengers who appreciate this typical CTA service.

Here are some of the more recent letters of commendation to CTA men for their attention, courtesy and alertness while on duty:

MOTORMAN WILLIAM LEWIS, BURNSIDE—"My deepest appreciation to Motorman Lewis for his courtesy and honesty in returning my purse which I left on his car. It contained not only money but many other valuables which would have been hard to replace. Many thanks to this fine motorman."

BUS OPERATOR THOMAS DURACK, NORTH—"This driver is genuinely courteous and seldom a night goes by

that he doesn't bring a smile to a tired or moody face. I hope this community will be fortunate enough to have him on our bus line for a long time. He seems to enjoy his job and shows it."

CONDUCTOR FRANK NECHI, NORTH SIDE—"I am taking this opportunity to compliment the members of your organization on the fine service they are rendering the public, particularly Conductor Nechi. His friendly, courteous service and interest in his passengers is greatly appreciated."

MOTORMAN WILLIAM WORTHMAN, 77TH—"The quick action of Motorman Worthman recently averted a serious accident with some youngsters who were carelessly crossing the street at the wrong time. He deserves the highest praise."

CONDUCTOR EDWARD L. MACKEN, KEDZIE—"I just rode with one of your finest conductors on the Surface system—E. Macken. Not only was he courteous to all riders but very pleasant when answering all kinds of questions. When it turned cool this particular evening, he was always seen helping someone close a window. He was just 100 per cent OK."

BUS OPERATOR FRED KINDLE, LAWNSDALE—"One of the outstanding phases of our young people's trip to Chicago was the excellent bus service which was extended by bus operator Fred Kindle. He seemed to feel a personal responsibility for the safety of all and took special care in his driving."

MOTORMAN EDWARD J. NELSON, DEVON—"Recently I was going to a hospital with my sick baby and, being a stranger in the city, I asked Motorman Nelson how to get there. He was very kind and not only told me where to get off the car but where to stand to make my transfer connections. In a large city it is certainly wonderful that the motormen are so kind to strangers."

CONDUCTOR LEONARD ELFERVIG, NORTH SIDE—"I got on the 'L' with several packages and, apparently looking lost, was asked by this kind conductor if I needed any directions. I told him where I was going and he was very accurate in directing me. I appreciated his courtesy and feel that service on the 'L' has stepped up since the CTA has assumed control."

CONDUCTOR JOHN O'DONNELL, NORTH SIDE—"Not only was he concerned about his passengers while they were on his train but also after they left. He was especially careful in giving directions as to how passengers should reach their destinations. It was a privilege and pleasure to ride with him. He is definitely a credit to the CTA."

EMPLOYEE PREVENTS SERIOUS FIRE DAMAGE

RECENTLY the prompt action of a CTA transportation man averted serious per-

sonal injury and property damage in a fire he discovered while on the job.

Bus Operator John E. McGrath, 77th, was beginning his early morning run recently and at 5:00 a.m., while making a turn at 74th and Eggleston, something bright caught his eye in the courtyard of a large apartment building. When he realized that it was a fire raging in the second floor apartment he stopped his bus and ran to the courtyard, shouting: "People on the second floor, your place is on fire!"

After ringing bells, knocking on doors and shouting continuously for several minutes, he finally succeeded in arousing a lady on the first floor who ran to the burning apartment and awakened the tenants.

Operator McGrath then told another neighbor to call the fire department and proceeded on his regular bus run. It was later learned that, through his actions, no one was injured in the fire, and damage was confined to one room.



CONDUCTOR FRANK VOLLMAN, LINCOLN — "The most courteous, thoughtful and helpful CTA employe I have ever met is Conductor Vollman. He calls all stops in a loud and clear voice, assists passengers boarding and leaving the car and generally proves himself to be a very capable man of high calibre."

Not All Letters Were Favorable
LETTERS ABOUT poor service were also received in recent weeks. Here is one:

"Please notify your conductors that there are worthy citizens who have poor eyesight. When these afflicted persons ask which car it is they are about to board, they should be answered civilly and with consideration—NOT insulted with a sarcastic 'Can't You Read?'"

Subject of another letter was this complaint:

"What is wrong with the motormen who drive your 'L' trains? Every start and stop is a minor earthquake, and if we riders don't brace ourselves to our seats our stomachs practically do a complete flip."

HE KNEW WHAT TO DO

A LETTER was received recently from a woman whose father was found suffering from a concussion by *Bus Operator David W. Trembley*, Archer. She wrote:

"I am writing in regard to a gentleman who works for the CTA. If it were not for him my dad would be dead.

"On September 2, 1948, my dad had a stroke while standing in the front yard and suffered a severe concussion in falling to the ground. He usually waves to all the bus drivers and when he did not wave this particular day your driver, David Trembley, looked closer and saw him lying on the ground. He stopped his bus, ran to my dad, and, seeing his condition, called the dispatcher who in turn called the police. Mr. Trembley then summoned neighbors to take care of him until the police arrived.

"My children, husband and I were on vacation at the time and if it hadn't been for Mr. Trembley I wouldn't have my dad now."



PERMANENT GIRDER SIGNS, such as this one at State and Van Buren streets, are being erected at 145 locations on the elevated structure over heavily traveled street intersections in Chicago. These painted and varnished metal signs, promoting CTA's unified service, are supplemented by temporary muslin banners in which copy is changed periodically.

CHICAGO TRANSIT AUTHORITY

CONDENSED INCOME STATEMENT FOR THE MONTH OF
SEPTEMBER, 1948, AND FOR THE NINE MONTHS OF 1948

	Sept., 1948	Nine Months of 1948
Operating Revenues	\$10,096,734	\$84,042,364
Operating and Maintenance Expenses.....	8,713,931	75,714,399
	1,382,803	8,327,965
Interest Charges	318,004	2,862,240
Net Revenues Before Depreciation.....	1,064,799	5,465,725
Monthly Requirement for Depreciation.....	466,667	4,000,000
Net Revenues (Before Bond Reserve).....	\$ 598,132	\$ 1,465,725
<hr/>		
Net Revenues, Month of September, 1948.....	\$ 598,132	
Less: Monthly Appropriation for Revenue Bond Reserve.....		107,000
Balance Available to make up Deficiency in Depreciation Requirements		491,132
Transferred from Operating Expense Reserve.....		11,593
Total		502,725
Deficiency in Depreciation Requirements at August 31, 1948.....		810,015*
Deficiency in Depreciation Requirements at September 30, 1948.....	\$	307,290*

	Sept., 1948	Sept., 1947
Operating Revenues	\$10,096,734	\$ 7,987,534
Operating and Maintenance Expense (Excluding Taxes and Provision for Depreciation).....	\$ 8,713,931	\$ 7,051,575
Revenue Passengers (Including Postal Employees)	78,809,708	86,788,462

*Denotes red figures.

TO THE LADIES

... from Joan

IT'S TIME TO THINK OF CHRISTMAS

OLD SANTA and his reindeer will soon be making their merry way to thousands of homes throughout the world where the spirit of Christmas prevails. Which means it's about time to start thinking seriously of that Christmas gift list you forgot to make up last week.

Christmas to grown-ups means pleasant get-togethers with the family and relatives. To the youngsters it means a big, gaily-decorated Christmas tree, all kinds of tasty candies, and, best of all, new toys and things to wear.

If you are like practically everyone else, you're going to have a hard time deciding what to buy for Aunt Helen's youngster, Uncle Bill's new addition, and even your own little brood. We believe you'll find some helpful hints on this page that should go a long way in solving the traditional gift problem.

These pattern suggestions are easy to make and will bring happy smiles to any youngster's face on Christmas morning.



CROCHETED HORSES

Crocheted gift horses in assorted sizes are delightful toys for the youngsters. The instructions for crocheting all three are the same, the size of the horse depending on whether you use pearl cotton, knitting worsted or cotton yarn to make it. The saddle and reins can be very gay in a combination of bright colors.

PUMPKIN PIE

THE holiday season brings back that perennial fall dessert—Pumpkin Pie! Richly flavored, delicately textured, pumpkin pie has always been part of the big holiday meal. Ever try it in tartlet form? Line muffin tins with pie pastry; pour in the golden brown pumpkin custard, bake in smart-looking individual servings. Do the fillings like this:

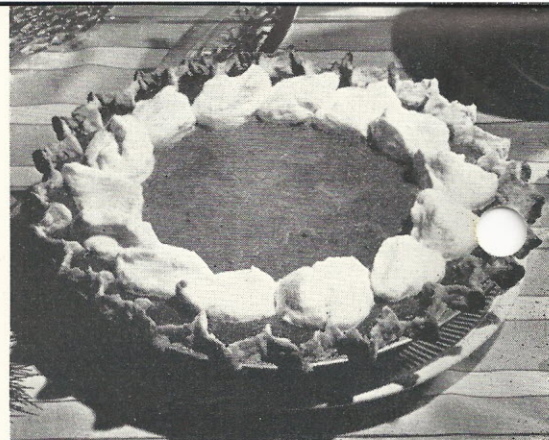
3 tablespoons sugar, 1 teaspoon cinnamon
 $\frac{1}{2}$ teaspoon each nutmeg, cloves, ginger, salt
 $\frac{1}{3}$ cup New Orleans molasses
 $1\frac{1}{2}$ cups strained pumpkin (cooked or canned)
 1 cup milk, 2 eggs whole 1 egg yolk, 1 egg white
 9" unbaked pastry shell or 8 tart shells.

Mix dry ingredients, combine with molasses, pumpkin, and milk. Beat together two eggs and one egg yolk; add. Beat remaining egg white stiff and fold in. Pour custard into pastry or tart shells. Bake whole pie 45 minutes in 425 degrees Fahrenheit, oven. If you make tarts, bake 20 minutes.



STOCKING DOLLS

No experience or expense is necessary to make stocking dolls—just a pair of socks and a well-stocked scrap bag. The Mammy doll shown is togged out in flowered blouse and bandana, crisp white apron and kerchief. Pagliacci has a half-striped, half-plain suit and big cone hat with pompom trim. Features are embroidered. Doll making is an old craft and a delightful one because of the pleasure it gives—and the youngsters will have as much fun playing with them as you have making them.



Photo—Courtesy Brer Rabbit Molasses

CHRISTMAS CARD ETIQUETTE

It was Christmas, 1846, when Joseph Cundall, a London artist, made the first Christmas card. In the 101 years since, a lot of etiquette ideas have grown up to guide card senders. Here are some rules for proper card sending during the holiday season:

1. Sign the name of each family member, or simply write, "The Gilmans."
2. For an informal card, your signature can be informal, too. John and Mary Smith or simply Mary and John.
3. Divide your Christmas list in two. Send a gay greeting with a hand-written message to intimate friends. To casual acquaintances and business associates, send a more reserved card.
4. Include a friend's wife or husband in the greeting, whether you know them or not.
5. Place return address on your envelope.

One practice that is in bad taste is sending late Christmas cards. Rather, extend your wishes on a New Year's greeting.

HAT, MITTENS AND SOCK SET

A knitted hat, mittens and sock set makes a lovely Christmas gift and is practical, too. There're cold days ahead and clothing such as this will keep your children warm and comfortable when they start out to school.



NOTE: Direction leaflets for "Crocheted Horses" (No. 3901), "Stocking Dolls" (No. E-284), and "Hat, Mitten and Sock Set" (H.O.-104) are available, free of charge. Write: Women's Editor, CTA TRANSIT NEWS, Public Information Department, Chicago Transit Authority, 79 W. Monroe street, Chicago 90, Illinois.

"What's Your System for Moving Passengers to the Opposite End?"

Reporter JOE HIEBEL, North Avenue Station



STEPHEN J. HASLINGER, Bus Operator:

"The word 'Please' carries a lot of weight with people, particularly my passengers. When I find it necessary to ask people to move to the rear of the bus, I always emphasize 'Please move to the rear.' It's the courteous way to ask them and it always works."



RAYMOND G. NOLL, Conductor:

"Asking the passengers to move to the front of the car for their own comfort and convenience has proved to be my best way of getting their cooperation, particularly in this phase of my job. Practically everyone will do it if asked in the right manner."



ANTON J. MOKSTAD, Conductor (right):

"On a rear entrance car, as soon as it becomes a little crowded I begin telling the passengers it is quicker and easier to get off at the front end and that by moving forward they are making room for more passengers along the route. This method seems to work most of the time."

CLARENCE WEBER, Bus Operator:

"When I see that my bus has a full seat load, I start right in asking the boarding passengers to step to the rear and to use the rear exit door when leaving. I find it helps the other people who board the bus farther up the street and helps me keep on my schedule."

MAURICE H. BALLESTRO, Conductor:

"That old stand-by, 'Please step forward in the car,' gets results if said with a polite and pleasant voice. Many of the passengers are just waiting for a word from the conductor about moving forward in the car. If they are treated with respect, the rest is easy."



"Yackity - Yackity - Yack"



DISTRACTIONS ...

When a rider starts to chat
While you work, remember
that
An absorbing conversation
Jeopardizes operation.

Answer questions with a smile,
But remember all the while
Not to jumble information
With a long confabulation.

Employe riders, too, can be
Wordy to the 'nth degree,
Rambling on like commenta-
tors,
Thus harassing operators.

Sometimes trainmen are so
loud
When they gather in a crowd.
How can busy working gents
Quiet them without offense?

The approach, of course, must
be
Handled with diplomacy.
Tell your pals, "Gee Whiz, I'm
late.
'Scuse me while I concentrate."



... HINDER REACTIONS

Conversational distractions
Often hinder quick reactions,
So, for accident prevention,
Give the job your full attention.

THE CHICAGO TRANSIT AUTHORITY
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